

**2004**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Jurisdiction Report**  
**93**

Warren County  
Town of Front Royal

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

### Special Routes



Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route



ALT - Alternate Route  
Wye - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2004  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
11	Warren County	From: Shenandoah County Line														
		To: Frederick County Line	0.19	4100	G	93%	0%	1%	3%	3%	0%	C	0.088	F	0.599	4100 G
48 Skyline Drive	Warren County (Maint: US )	From: Rappahannock County Line														
		To: Rappahannock County Line	1.69	2000	M	94%	0%	1%	2%	3%	0%	F	NA		5400	G
48 Skyline Drive	Warren County (Maint: US )	From: Rappahannock County Line														
		To: US 340; Front Royal	10.47	2000	M	94%	0%	1%	2%	3%	0%	F	NA		5400	G
55	Warren County	From: Shenandoah County Line														
		To: 93-626	4.91	3700	N	96%	0%	1%	1%	1%	0%	N	0.094	N	0.582	3700 N
55	Warren County	From: 93-626														
		To: WCL Front Royal	2.30	7900	F	97%	1%	1%	1%	1%	0%	C	0.091	F	0.617	8200 F
55 Strasburg Rd	Town of Front Royal	From: WCL Front Royal														
		To: US 340; 522	0.90	8500	G	94%	1%	2%	2%	1%	0%	C	0.095	F	0.615	9200 G
55 522 340 Shenandoah Ave	Warren County	From: US 522														
		To: CL Front Royal	0.45	28000	N	96%	0%	1%	1%	1%	0%	N	0.083	N	0.505	28000 N
55 522 340 Shenandoah Ave	Town of Front Royal	From: CL Front Royal														
		To: 14 ST	0.34	28000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	28000 G
55 522 340 14th Street	Town of Front Royal	From: Shenandoah Ave														
		To: North Royal Ave	0.24	23000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	23000 G
55 522 340 North Royal Ave	Town of Front Royal	From: 14TH ST														
		To: US 522,SR 340	0.35	25000	G	96%	0%	1%	1%	1%	0%	C	0.080	F	0.527	25000 G
55 340 North Royal Ave	Town of Front Royal	From: RT 522 & RT 340														
		To: 6th St	0.25	13000	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.542	14000 G
55 340 North Royal Ave	Town of Front Royal	From: 6th St														
		To: E Main St	0.57	16000	F	97%	0%	1%	1%	1%	0%	C	0.084	F	0.519	18000 F
55 340 South Royal Ave	Town of Front Royal	From: E Main St														
		To: US 340	0.40	15000	G	97%	0%	1%	1%	1%	0%	C	0.077	F	0.514	16000 G
55 South St	Town of Front Royal	From: US 340														
		To: US 522	0.54	14000	G	94%	1%	3%	1%	1%	0%	C	0.083	F	0.572	15000 G
55 John Marshall Hwy	Town of Front Royal	From: US 522														
		To: ECL Front Royal	1.72	13000	G	95%	0%	2%	1%	1%	0%	C	0.095	F	0.667	14000 G
55	Warren County	From: ECL Front Royal														
		To: SR 79	2.98	12000	F	97%	0%	1%	0%	1%	0%	C	0.089	F	0.678	13000 F
55	Warren County	From: SR 79														
		To: Fauquier County Line	1.35	3800	G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.574	3900 G

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Warren Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 66		From: I-81 N														
	Ramp From I-81 N Exit 300 to I-66 E at Exit 1	Warren County	0.25	6700	F	79%	1%	1%	18%	1%	F	0.068	F		6200	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	F	80%	1%	1%	1%	18%	1%	F	0.074	F	0.64	14000	F
East 66		To: I-66 E														
		From: I-81														
		Warren County	6.36	14000	F	79%	1%	1%	18%	1%	F	0.065	F		13000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	18%	1%	F	0.074	F	0.573	25000	F
East 66		To: US 340; US 522														
		From:														
		Warren County	6.49	14000	B	79%	1%	1%	18%	1%	C	0.12	A		13000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	B	80%	1%	1%	1%	18%	1%	C	0.102	A	0.542	26000	B
East 66		To: SR 79														
		From:														
		Warren County	1.56	19000	F	79%	1%	1%	18%	1%	F	0.106	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	F	80%	1%	1%	1%	18%	1%	F	NA			34000	F
		To: Fauquier County Line														
West 66		From: I-81 S														
	Ramp From I-66 W Exit 1 to I-81 S at Exit 300	Frederick County (Maint: 93)	0.42	8100	F	80%	1%	1%	17%	1%	F	0.090	F		7500	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	F	80%	1%	1%	1%	18%	1%	F	0.074	F	0.64	14000	F
West 66		To: Warren County Line														
		From: I-81														
		Warren County	6.62	13000	F	80%	1%	1%	17%	1%	F	0.087	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	18%	1%	F	0.074	F	0.573	25000	F
West 66		To: US 340; US 522														
		From:														
		Warren County	6.55	14000	B	80%	1%	1%	17%	1%	C	0.118	A		13000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	B	80%	1%	1%	1%	18%	1%	C	0.102	A	0.542	26000	B
West 66		To: SR 79														
		From:														
		Warren County	1.20	18000	F	80%	1%	1%	17%	1%	F	0.103	F		16000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	F	80%	1%	1%	1%	18%	1%	F	NA			34000	F
		To: Fauquier County Line														
79		From: SR 55 West of Linden														
		Warren County	0.23	12000	G	98%	0%	1%	0%	1%	C	0.089	F	0.922	12000	G
		To: I-66														
North 81		From: Shenandoah County Line														
		Warren County (Maint: 34)	1.29	25000	G	73%	1%	1%	23%	2%	F	0.059	F		25000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA			48000	G
South 81		To: I-66, Frederick County Line														
		From: Shenandoah County Line														
		Warren County (Maint: 34)	1.15	23000	G	75%	1%	1%	21%	2%	F	0.082	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA			48000	G
		To: Frederick County Line														



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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
		From:	Page County Line														
<div>340</div>	Warren County		2.46	4500	G	95%	0%	1%	1%	2%	0%	C	0.089	F	0.751	4500	G
		To:	N 93-613														
<div>340</div>	Warren County	From:	5.30	5300	G	95%	1%	2%	1%	1%	0%	C	0.099	F	0.745	5400	G
		To:	93-607														
<div>340</div>	Warren County	From:	2.78	7500	F	94%	1%	1%	2%	2%	0%	C	0.087	F	0.69	7800	F
		To:	93-619														
<div>340</div>	Warren County	From:	0.83	15000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.69	15000	G
		To:	SCL Front Royal														
<div>340</div> South Royal Ave	Town of Front Royal	From:	0.31	14000	G	95%	0%	1%	1%	2%	0%	F	0.077	F	0.63	15000	G
		To:	SR 55 South St														
<div>340</div> <div>55</div> South Royal Ave	Town of Front Royal	From:	0.40	15000	G	97%	0%	1%	1%	1%	0%	C	0.077	F	0.514	16000	G
		To:	E Main St														
<div>340</div> <div>55</div> North Royal Ave	Town of Front Royal	From:	0.57	16000	F	97%	0%	1%	1%	1%	0%	C	0.084	F	0.519	18000	F
		To:	6th St														
<div>340</div> <div>55</div> North Royal Ave	Town of Front Royal	From:	0.25	13000	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.542	14000	G
		To:	US 522, 8th St														
<div>340</div> <div>522</div> <div>55</div> North Royal Ave	Town of Front Royal	From:	0.35	25000	G	96%	0%	1%	1%	1%	0%	C	0.080	F	0.527	25000	G
		To:	14th St														
<div>340</div> <div>522</div> <div>55</div> 14th Street	Town of Front Royal	From:	0.24	23000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	23000	G
		To:	Shenandoah Ave														
<div>340</div> <div>522</div> <div>55</div> Shenandoah Ave	Town of Front Royal	From:	0.34	28000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	28000	G
		To:	CL Front Royal														
<div>340</div> <div>522</div> <div>55</div> Shenandoah Ave	Warren County	From:	0.45	28000	N	96%	0%	1%	1%	1%	0%	N	0.083	N	0.505	28000	N
		To:	SR 55 West														
<div>340</div> <div>522</div> Shenandoah Ave	Warren County	From:	0.22	25000	G	95%	1%	1%	1%	2%	0%	F	0.082	F	0.542	26000	G
		To:	Old NCL Front Royal														
<div>340</div> <div>522</div>	Warren County	From:	0.83	25000	F	95%	1%	1%	1%	2%	0%	C	0.087	F	0.553	26000	F
		To:	I-66														
<div>340</div> <div>522</div>	Warren County	From:	1.22	22000	G	85%	1%	1%	1%	12%	0%	C	0.079	F	0.532	22000	G
		To:	93-627 Reliance Rd														
<div>340</div> <div>522</div>	Warren County	From:	2.81	19000	G	83%	1%	2%	2%	13%	0%	C	0.082	F	0.509	20000	G
		To:	93-802														
<div>340</div> <div>522</div>	Warren County	From:	0.30	18000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	19000	G
		To:	Frederick County Line														
<div>340</div> <div>522</div> Front Royal Pike	Frederick County (Maint: 93)	From:	0.53	18000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	19000	G
		To:	Warren County Line														

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
340 522 Front Royal Pike	Warren County	From: Frederick County Line														
		To: Frederick County Line	0.39	18000	G	84%	1%	1%	13%	0%	C	0.083	F	0.528	19000	G
340 522 Front Royal Pike	Frederick County (Maint: 93)	From: Warren County Line														
		To: Warren County Line	0.30	18000	G	84%	1%	1%	13%	0%	C	0.083	F	0.528	19000	G
340 522 Front Royal Pike	Warren County	From: Frederick County Line														
		To: Clarke County Line	0.16	18000	G	84%	1%	1%	13%	0%	C	0.083	F	0.528	19000	G
340 522 Front Royal Pike	Clarke County (Maint: 93)	From: Warren County Line														
		To: US 522 Double Toll Gate	1.79	18000	G	84%	1%	1%	13%	0%	C	0.083	F	0.528	19000	G
522	Warren County	From: Rappahannock County Line														
		To: SCL Front Royal	3.77	8400	G	97%	0%	1%	0%	1%	C	0.087	F	0.569	8500	G
522 Chester Gap Rd	Town of Front Royal	From: Criser Rd														
		To: SR 55 South St	0.60	8300	F	96%	1%	1%	1%	0%	C	0.090	F	0.538	8600	F
522 Chester Gap Rd	Town of Front Royal	From: Main St														
		To: Happy Creek Rd	0.35	11000	G	96%	1%	1%	1%	0%	F	0.094	F	0.627	11000	G
522 Commerce Ave	Town of Front Royal	From: US 340 North Royal Ave														
		To: Commerce Ave	0.47	17000	F	96%	1%	1%	1%	0%	C	0.091	F	0.528	18000	F
522 Commerce Ave	Town of Front Royal	From: 14th St														
		To: North Royal Ave	0.74	15000	F	95%	1%	2%	1%	0%	C	0.094	F	0.514	15000	F
522 Commerce Ave	Town of Front Royal	From: Shenandoah Ave														
		To: 14th St	0.35	14000	G	95%	1%	2%	1%	0%	F	0.084	F	0.505	14000	G
522 340 55 North Royal Ave	Town of Front Royal	From: NCL Front Royal														
		To: SR 55 West	0.35	25000	G	96%	0%	1%	1%	0%	C	0.080	F	0.527	25000	G
522 340 55 14th Street	Town of Front Royal	From: Old NCL Front Royal														
		To: I-66	0.24	23000	G	96%	0%	1%	1%	0%	F	0.080	F	0.526	23000	G
522 340 55 Shenandoah Ave	Town of Front Royal	From: 93-627 Reliance Rd														
		To: SR 55 West	0.34	28000	G	96%	0%	1%	1%	0%	F	0.083	F	0.505	28000	G
522 340 55 Shenandoah Ave	Warren County	From: SR 55 West														
		To: Old NCL Front Royal	0.45	28000	N	96%	0%	1%	1%	0%	N	0.083	N	0.505	28000	N
522 340 Shenandoah Ave	Warren County	From: I-66														
		To: 93-627 Reliance Rd	0.22	25000	G	95%	1%	1%	1%	2%	F	0.082	F	0.542	26000	G
522 340	Warren County	From: I-66														
		To: 93-627 Reliance Rd	0.83	25000	F	95%	1%	1%	1%	2%	C	0.087	F	0.553	26000	F
522 340	Warren County	From: I-66														
		To: 93-627 Reliance Rd	1.28	22000	G	85%	1%	1%	1%	12%	C	0.079	F	0.532	22000	G

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							2Axle	3+Axle	1Trail	2Trail						
522 340	Warren County	From: 93-627 Reliance Rd														
		To: 93-802	2.81	19000	G	83%	1%	2%	2%	13%	0%	C	0.082	F	0.509	20000 G
522 340	Warren County	From: Frederick County Line														
		To: Warren County Line	0.30	18000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	19000 G
522 340 Front Royal Pike	Frederick County (Maint: 93)	From: Warren County Line														
		To: Warren County Line	0.53	18000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	19000 G
522 340 Front Royal Pike	Warren County	From: Frederick County Line														
		To: Warren County Line	0.39	18000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	19000 G
522 340 Front Royal Pike	Frederick County (Maint: 93)	From: Warren County Line														
		To: Warren County Line	0.30	18000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	19000 G
522 340 Front Royal Pike	Warren County	From: Frederick County Line														
		To: Warren County Line	0.16	18000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	19000 G
522 340 Front Royal Pike	Clarke County (Maint: 93)	From: Clarke County Line														
		To: Warren County Line	1.79	18000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	19000 G
		To: US 340; SR 277 Double Toll Gate														

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(600)	1.00	40	R	From:	Dead End						NA			NA		06/20/2002
				To:	93-604											
(601)	1.00	60	R	From:	Dead End						NA			NA		07/09/2002
				To:	93-604											
(602)	0.25	520	R	From:	93-604						NA			NA		1999
				To:	0.25 ME 93-604											
(602)	0.45	30	R	From:	93-604						NA			NA		06/20/2002
				To:	Dead End											
(603)	2.90	470	R	From:	93-647						NA			NA		06/17/2002
				To:	93-643											
(603)	2.30	2000	G	From:	98%	1%	1%	0%	0%	C	0.102	F	0.545	2000	G	2004
				To:	93-638											
(604)	0.90	80	R	From:	Dead End						NA			NA		07/09/2002
				To:	93-600											
(604)	0.82	200	R	From:	93-602						NA			NA		1999
				To:	98%	0%	1%	1%	0%	F	0.105	F	0.556	780	G	2004
(604)	1.59	980	G	From:	98%	0%	1%	1%	0%	C	0.089	F	0.560	1000	G	2004
				To:	US 522											
(605)	1.70	260	R	From:	US 340						NA			NA		06/20/2002
				To:	93-649											
(606)	1.72	3300	F	From:	97%	1%	1%	1%	0%	C	0.098	F	0.503	3300	F	2004
				To:	1.72 MN OF NCL											
(606)	0.51	630	R	From:	2.23 MN OF NCL						NA			NA		06/17/2002
				To:	Dead End											
(607)	0.60	310	R	From:	US 340						NA			NA		06/20/2002
				To:	0.60 ME US 340											
(607)	1.00	100	R	From:	93-649						NA			NA		06/20/2002
				To:	93-613											
(608)	0.45	500	R	From:	93-619						NA			NA		07/09/2002
				To:	93-637											
(609)	0.40	210	R	From:	FR-225						NA			NA		1999
				To:	0.77 ME FR-225											
(609)	0.27	330	R	From:	93-736						NA			NA		1999
				To:	93-627											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
610	0.20	490	R	From:	SR 55; 93-678						NA			NA		06/24/2002
				To:	93-616											
610	2.15	80	R	From:							NA			NA		06/24/2002
				To:	2.15 ME 93-616											
610	0.05	110	R	From:							NA			NA		1999
				To:	93-626											
611	2.60	80	R	From:	93-635 WEST						NA			NA		06/10/2002
				To:	93-635 EAST											
611	0.10	200	R	From:							NA			NA		06/10/2002
				To:	93-612; 93-840											
611	3.38	270	R	From:							NA			NA		06/17/2002
				To:	93-637											
612	1.20	240	R	From:	93-611; 93-840						NA			NA		1999
				To:	1.20 ME 93-611											
612	1.00	60	R	From:							NA			NA		06/10/2002
				To:	93-842											
612	0.90	40	R	From:							NA			NA		06/10/2002
				To:	93-626											
613	3.06	340	G	From:	93-631; 93-649					F	0.120	F	0.585	340	G	2004
				To:	93-738											
613	2.26	660	G	From:	88% 1% 2% 7% 1% 0%					C	0.1	F	0.625	670	G	2004
				To:	63-672											
613	0.31	1300	G	From:	93-672					C	0.081	F	0.625	1400	G	2004
				To:	US 340 EAST											
613	0.96	440	R	From:	US 340 WEST						NA			NA		06/24/2002
				To:	GW Natl For Bndy											
613	4.69	230	R	From:							NA			NA		06/24/2002
				To:	4.70 MS of Bndy											
613	1.04	400	R	From:							NA			NA		07/09/2002
				To:	93-608											
613	0.49	130	R	From:							NA			NA		07/09/2002
				To:	93-619											
614	1.30	30	R	From:	93-626 SOUTH						NA			NA		06/24/2002
				To:	SR 55 WEST											
614	0.70	110	R	From:	SR 55 EAST						NA			NA		1999
				To:	93-626 NORTH											
615	1.90	810	G	From:	93-619 SOUTH					C	0.106	F	0.523	820	G	2004
				To:	93-626 EAST											
615	0.10	40	R	From:							NA			NA		08/08/2002
				To:	93-626 WEST											
615	0.27	470	R	From:							NA			NA		1988
				To:	0.27 MN 93-626											
615	0.43	45	R	From:							NA			NA		06/24/2002
				To:	93-660											
615	1.50	390	R	From:							NA			NA		1999
				To:	93-619 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(616)	0.70	120	R	From:	93-678						NA			NA		06/24/2002
(616)	0.90	90	R	To:	SR 55						NA			NA		06/24/2002
				From:	93-610											
(617)	1.70	230	R	To:	93-618						NA			NA		06/24/2002
				From:	93-626											
(618)	0.89	450	R	To:	Dead End						NA			NA		1999
(618)	0.50	500	R	From:	93-619 WEST											
				From:	93-619 EAST						NA			NA		06/24/2002
(618)	0.80	170	R	To:	93-617						NA			NA		1999
				To:	93-615											
(619)	2.09	4400	G	From:	US 340					C	0.088	F	0.673	4500	G	2004
(619)	0.08	4300	G	To:	93-677					F	0.085	F	0.626	4400	G	2004
(619)	2.22	3300	G	From:	93-615 SOUTH					C	0.086	F	0.655	3300	G	2004
(619)	1.93	650	G	From:	93-673					F	0.11	F	0.535	660	G	2004
(619)	2.43	660	G	From:	93-626					F	0.102	F	0.568	670	G	2004
				To:	93-678											
(620)	0.60	220	R	From:	Dead End						NA			NA		06/13/2002
(621)	0.60	1100	R	To:	93-658											
				From:	93-660						NA			NA		1999
				To:	SR 55											
(622)	1.00	120	R	From:	93-634						NA			NA		06/20/2002
(622)	0.10	120	R	To:	1.00 MN 93-634						NA			NA		06/20/2002
				To:	Dead End; Gap Terminus											
(622)	0.39	100	R	From:	Dead End; Gap Terminus						NA			NA		06/20/2002
(622)	0.50	100	R	To:	0.39 ME OF Dead End						NA			NA		06/20/2002
(622)	0.50	150	R	From:	0.89 ME OF Dead End						NA			NA		07/09/2002
(622)	0.70	110	R	To:	93-649						NA			NA		1999
(622)	2.79	140	R	From:	93-631						NA			NA		07/09/2002
(622)	0.36	150	R	To:	2.80 MN 93-631						NA			NA		1999
(622)	0.06	240	R	From:	93-654						NA			NA		07/09/2002
				To:	93-674											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
623	1.72	100	R	From:	Dead End						NA			NA		07/09/2002
				To:	1.72 MN Dead End											
623	0.38	430	R	From:							NA			NA		06/24/2002
				To:	93-673											
624	0.50	3800	G	From:	NCL Front Royal					C	0.092	F	0.578	3800	G	2004
				To:	93-647											
624	0.40	3300	G	From:						F	0.098	F	0.517	3400	G	2004
				To:	93-645											
624	1.28	3100	G	From:						C	0.097	F	0.517	3200	G	2004
				To:	93-643											
624	1.80	1300	G	From:						F	0.13	F	0.522	1300	G	2004
				To:	93-661											
624	3.60	330	R	From:							NA			NA		1999
				To:	Clarke County Line											
625	0.25	70	R	From:	93-637						NA			NA		06/10/2002
				To:	Dead End											
626	1.60	160	R	From:	93-619						NA			NA		08/08/2002
				To:	93-615 WEST											
626	1.80	1400	G	From:	93-615 EAST					C	0.086	F	0.614	1400	G	2004
				To:	SR 55 WEST											
626	1.00	300	R	From:	SR 55 EAST						NA			NA		07/09/2002
				To:	93-614											
626	0.10	150	R	From:							NA			NA		1999
				To:	93-610											
626	0.50	20	R	From:							NA			NA		06/24/2002
				To:	Dead End											
626	0.20	70	R	From:	Dead End; Gap Terminus						NA			NA		06/10/2002
				To:	93-612											
626	0.70	160	R	From:							NA			NA		06/10/2002
				To:	93-637											
627	0.79	1500	G	From:	Frederick County Line					C	0.086	F	0.548	1500	G	2004
				To:	93-637											
627	3.48	1200	G	From:						C	0.101	F	0.661	1200	G	2004
				To:	93-609											
627	0.33	1800	G	From:						F	0.091	F	0.577	1800	G	2004
				To:	US 522											
628	0.80	50	R	From:	US 340						NA			NA		07/09/2002
				To:	93-629 SOUTH											
628	0.30	100	R	From:							NA			NA		07/09/2002
				To:	93-629 NORTH											
628	1.10	70	R	From:							NA			NA		07/09/2002
				To:	93-613											
629	0.65	80	R	From:	Dead End						NA			NA		06/24/2002
				To:	93-628 NORTH											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Warren County																
629	1.00	170	R	From:	93-628 SOUTH					NA				NA		1999
				To:	US 340											
630	1.85	470	R	From:	Dead End					NA				NA		06/24/2002
				To:	1.85 MN Dead End											
630	0.40	470	R	From:						NA				NA		06/24/2002
				To:	93-613											
631	1.20	80	R	From:	93-622					NA				NA		08/12/2002
				To:	93-613 WEST											
631	5.70	120	R	From:	93-613 MID					NA				NA		06/20/2002
				To:	93-632											
631	0.40	340	R	From:						NA				NA		06/20/2002
				To:	93-634											
631	0.10	740	R	From:						NA				NA		1999
				To:	93-613 E; 93-649											
632	0.40	40	R	From:	Dead End					NA				NA		06/20/2002
				To:	93-633											
632	0.70	110	R	From:						NA				NA		06/20/2002
				To:	93-631											
633	0.40	30	R	From:	Dead End					NA				NA		06/20/2002
				To:	93-632											
634	1.00	230	R	From:	93-631					NA				NA		1999
				To:	93-622											
634	1.20	110	R	From:						NA				NA		06/20/2002
				To:	Dead End											
635	0.20	100	R	From:	Shenandoah County Line					NA				NA		06/10/2002
				To:	93-611 WEST											
635	1.90	40	R	From:						NA				NA		06/10/2002
				To:	93-611 EAST											
636	1.00	40	R	From:	Dead End					NA				NA		06/17/2002
				To:	93-638											
637	0.15	1300	R	From:	Dead End					NA				NA		06/10/2002
				To:	US 522											
637	1.74	960	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.512	970	G	2004
				To:	93-625					C	0.094	F	0.535	460	G	2004
637	2.51	450	G	98%	0%	1%	0%	0%	0%	C						
				To:	93-626					F						
637	1.01	470	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.685	480	G	2004
				To:	93-627											
637	1.21	150	R	From:						NA				NA		1999
				To:	93-854											
637	0.50	80	R	From:						NA				NA		07/09/2002
				To:	Frederick County Line											
638	1.20	370	R	From:	Fauquier County Line; 30-638					NA				NA		1999
				To:	93-636											



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						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(638)	0.60	600	R	From:		93-636					NA			NA		07/09/2002
(638)	0.20	2400	R	To:		SR 55					NA			NA		1999
(638)	3.28	1500	R	From:		FR-283					NA			NA		1999
(638)	5.49	760	R	To:		3.28 MN FR-283					NA			NA		06/17/2002
(638)	1.70	1100	R	From:		93-688					NA			NA		1999
(638)	2.90	1600	G	To:		93-603				C	0.103	F	0.730	1600	G	2004
				From:		Clarke County Line; 21-638										
(639)	0.36	1100	R	To:		Frederick County Line					NA			NA		1999
(639)	0.03	280	R	From:		93-802 SOUTH					NA			NA		07/09/2002
(639)	3.03	200	R	To:		93-802 NORTH					NA			NA		1999
(639)	0.05	410	R	From:		US 522					NA			NA		1999
(639)	1.00	140	R	To:		93-658 NORTH					NA			NA		06/13/2002
(639)				From:		93-658 SOUTH					NA			NA		06/13/2002
(640)	0.20	100	R	To:		93-624					NA			NA		06/10/2002
(641)	0.10	900	R	From:		93-735					NA			NA		1999
(642)	1.00	30	R	To:		Frederick County Line					NA			NA		07/09/2002
(642)	0.20	90	R	From:		93-639					NA			NA		1999
(642)				To:		Frederick County Line					NA			NA		1999
(643)	1.22	2100	G	From:		Dead End					NA			NA		07/09/2002
(643)				To:		1.00 MW Dead End					NA			NA		1999
(643)				From:		93-624					NA			NA		1999
(644)	0.40	50	R	To:		93-624					NA			NA		06/13/2002
(645)	0.29	30	R	From:		Clarke County Line					NA			NA		06/13/2002
(646)	0.80	270	R	To:		93-624					NA			NA		1999
(647)	1.51	2000	R	From:		93-624					NA			NA		1999
(647)	1.57	1600	R	To:		Dead End					NA			NA		1999
(647)				From:		Dead End					NA			NA		07/09/2002
(647)				To:		93-660					NA			NA		07/09/2002
(647)				From:		SR 55					NA			NA		1999
(647)				To:		93-603					NA			NA		1999
(647)				From:		93-624					NA			NA		06/17/2002
(647)				To:		93-624					NA			NA		06/17/2002

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
648	0.22	60	R	From:	Dead End						NA			NA		06/20/2002
				To:	93-674											
649	1.73	980	G	98%	0%	0%	1%	0%	0%	F	0.088	F	0.76	1000	G	2004
				To:	93-622											
649	2.52	1500	G	98%	0%	0%	1%	0%	0%	F	0.072	F	0.578	1500	G	2004
				To:	93-605											
649	2.20	1800	G	98%	0%	0%	1%	0%	0%	C	0.088	F	0.769	1900	G	2004
				To:	93-650											
649	0.60	2200	G	98%	0%	0%	1%	0%	0%	F	0.084	F	0.677	2200	G	2004
				To:	93-1010											
649	0.19	2500	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.701	2500	G	2004
				To:	93-745											
649	0.19	2800	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.721	2800	G	2004
				To:	US 340											
650	0.06	40	R	From:	93-649						NA			NA		06/20/2002
				To:	93-740											
650	0.50	30	R	From:							NA			NA		06/20/2002
				To:	US 340											
652	0.18	50	R	From:	63-656						NA			NA		06/17/2002
				To:	93-656											
654	0.17	40	R	From:	93-622						NA			NA		1999
				To:	93-737											
655	1.00	3300	R	From:	Dead End						NA			NA		08/08/2002
				To:	US 522; FR 730											
656	1.00	80	R	From:	SCL Front Royal						NA			NA		1999
				To:	ECL Front Royal											
657	0.07	40	R	From:	Dead End						NA			NA		06/17/2002
				To:	93-638											
658	3.00	920	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.519	930	G	2004
				To:	93-661											
658	1.60	360	G	96%	0%	2%	1%	1%	0%	C	0.093	F	0.543	360	G	2004
				To:	93-639 WEST											
658	1.05	360	G	96%	0%	2%	1%	1%	0%	F	0.108	F	0.521	360	G	2004
				To:	93-639 EAST											
659	0.50	90	R	From:	93-603						NA			NA		06/17/2002
				To:	Dead End											
660	0.30	650	R	From:	93-615						NA			NA		06/24/2002
				To:	93-626 SOUTH											
660	1.50	600	R	From:	93-614; 93-626 NORTH						NA			NA		1999
				To:	93-621											
660	0.68	70	R	From:	93-621						NA			NA		06/24/2002
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
661	1.23	1500	G	From:	93-624					F	0.097	F	0.681	1500	G	2004
				To:	93-658											
661	2.10	1800	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.539	1800	G	2004
				To:	US 522											
662	0.33	170	R	From:	Frederick County Line						NA		NA		06/10/2002	
				To:	Dead End											
663	0.32	120	R	From:	Begin Loop						NA		NA		08/08/2002	
				To:	End Loop											
663	0.08	370	R	From:							NA		NA		1999	
				To:	93-745											
664	0.21	110	R	From:	Dead End						NA		NA		06/24/2002	
				To:	SR 55											
665	0.07	950	R	From:	Rappahannock County Line						NA		NA		1999	
				To:	US 522											
667	0.30	70	R	From:	93-626						NA		NA		06/24/2002	
				To:	Dead End											
668	0.20	90	R	From:	Dead End						NA		NA		06/24/2002	
				To:	SR 55											
669	0.30	90	R	From:	US 340						NA		NA		06/24/2002	
				To:	Dead End											
670	0.60	100	R	From:	Dead End						NA		NA		06/20/2002	
				To:	93-737											
671	0.92	240	R	From:	Dead End						NA		NA		06/20/2002	
				To:	93-604											
672	0.10	80	R	From:	Dead End						NA		NA		06/24/2002	
				To:	93-613											
673	1.13	360	R	From:	Dead End						NA		NA		06/24/2002	
				To:	93-623											
673	0.70	1100	R	From:							NA		NA		1999	
				To:	93-619											
674	0.48	100	R	From:	US 340						NA		NA		06/20/2002	
				To:	93-622											
674	0.17	280	R	From:							NA		NA		1999	
				To:	93-737											
675	0.58	80	R	From:	US 522						NA		NA		06/13/2002	
				To:	Cul-de-Sac											
676	0.30	100	R	From:	93-677						NA		NA		1999	
				To:	Dead End											
677	2.17	150	R	From:	93-619						NA		NA		06/24/2002	
				To:	93-679											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
678	1.77	1600	G	From:	Shenandoah County Line					C	0.089	F	0.607	1700	G	2004
				To:	SR 55; 93-610											
679	1.32	170	R	From:	93-619 WEST						NA			NA		1999
				To:	93-619 EAST											
679	0.70	590	R	From:	93-619 EAST						NA			NA		07/09/2002
				To:	93-677											
680	0.31	30	R	From:	93-619 WEST						NA			NA		06/24/2002
				To:	93-619 EAST											
681	0.24	260	R	From:	WCL Front Royal						NA			NA		06/20/2002
				To:	Dead End											
682	0.10	40	R	From:	Dead End						NA			NA		1999
				To:	93-1111											
682	0.06	100	R	From:							NA			NA		06/24/2002
				To:	93-1110											
682	0.27	300	R	From:							NA			NA		1999
				To:	SR 55											
683	1.48	210	R	From:	93-661						NA			NA		06/17/2002
				To:	93-658											
684	0.09	30	R	From:	Dead End						NA			NA		1999
				To:	93-686											
684	0.06	50	R	From:							NA			NA		06/24/2002
				To:	93-613											
685	0.24	20	R	From:	93-638						NA			NA		1999
				To:	Dead End											
686	0.05	20	R	From:	Dead End						NA			NA		06/24/2002
				To:	93-684											
687	0.27	30	R	From:	Cul-de-Sac						NA			NA		1999
				To:	93-638											
688	0.20	420	R	From:	93-638						NA			NA		1999
				To:	Dead End											
689	0.28	130	R	From:	93-624						NA			NA		06/17/2002
				To:	Dead End											
690	0.24	NA		From:	SR-00055(B)/						NA			NA		
				To:	Dead End											
700	0.36	110	R	From:	Dead End						NA			NA		06/24/2002
				To:	93-677											
701	0.40	180	R	From:	Dead End						NA			NA		06/24/2002
				To:	93-619											
702	0.61	580	R	From:	Cul-de-Sac						NA			NA		06/13/2002
				To:	93-661											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
703	0.08	30	R	From:	Dead End						NA			NA		06/13/2002
				To:	93-661											
704	0.20	100	R	From:	SR 55						NA			NA		1999
				To:	Dead End											
710	0.39	450	R	From:	93-678						NA			NA		1999
				To:	Dead End											
725	2.11	NA		From:	Dead End						NA			NA		
				To:	US-00340(B)/											
730	0.25	430	R	From:	Dead End						NA			NA		1999
				To:	93-613											
735	1.00	50	R	From:	Dead End						NA			NA		06/10/2002
				To:	93-640											
735	0.40	60	R	From:							NA			NA		07/09/2002
				To:	Frederick County Line											
736	0.20	10	R	From:	93-609						NA			NA		06/10/2002
				To:	93-627											
737	0.05	60	R	From:	93-654						NA			NA		1999
				To:	93-674											
737	0.02	380	R	From:							NA			NA		06/20/2002
				To:	US 340											
737	0.40	150	R	From:							NA			NA		1999
				To:	Dead End											
738	0.30	30	R	From:	93-613						NA			NA		08/08/2002
				To:	Dead End											
739	0.22	90	R	From:	93-660						NA			NA		06/24/2002
				To:	Dead End											
745	0.18	410	R	From:	93-649						NA			NA		1999
				To:	Dead End											
802	0.16	940	R	From:	US 522						NA			NA		06/13/2002
				To:	93-639 SOUTH											
802	0.08	250	R	From:							NA			NA		1999
				To:	93-639 NORTH											
802	0.20	70	R	From:							NA			NA		06/10/2002
				To:	Dead End											
810	0.23	80	R	From:	93-624						NA			NA		1999
				To:	93-811											
810	0.34	60	R	From:							NA			NA		1999
				To:	93-639											
811	0.11	30	R	From:	Cul-de-Sac						NA			NA		1999
				To:	93-810											

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2Axle 3+Axle 1Trail 2Trail																
Warren County																
840	1.00	560	R	From:	Frederick County Line						NA			NA		06/17/2002
				To:	93-611; 93-612											
842	0.20	40	R	From:	Dead End						NA			NA		1994
				To:	93-612											
842	1.25	40	R	From:							NA			NA		06/10/2002
				To:	1.25 MN 93-612											
842	0.05	40	R	From:							NA			NA		06/10/2002
				To:	93-611 WEST											
842	1.22	170	R	From:	93-611 EAST						NA			NA		06/10/2002
				To:	Frederick County Line											
854	0.25	120	R	From:	93-637						NA			NA		06/10/2002
				To:	Frederick County Line											
Frederick County																
854	0.21	30	R	From:	Frederick County Line						NA			NA		1999
				To:	Dead End											
Warren County																
1010	0.20	80	R	From:	Cul-de-Sac						NA			NA		1999
				To:	93-649											
1013	1.02	290	R	From:	93-661						NA			NA		1999
				To:	93-1014											
1014	0.20	50	R	From:	93-1013						NA			NA		1999
				To:	Cul-de-Sac											
1015	0.17	40	R	From:	93-658						NA			NA		1999
				To:	Cul-de-Sac											
1110	0.09	40	R	From:	Dead End						NA			NA		06/24/2002
				To:	93-682											
1111	0.08	30	R	From:	Dead End						NA			NA		1999
				To:	93-682											
1120	0.29	1100	R	From:	93-1125						NA			NA		1999
				To:	WCL Front Royal											
1121	0.11	120	R	From:	93-1120						NA			NA		1999
				To:	Cul-de-Sac											
1122	0.15	120	R	From:	Cul-de-Sac						NA			NA		1999
				To:	93-1120											
1123	0.07	170	R	From:	93-1120						NA			NA		1999
				To:	Cul-de-Sac											
1124	0.06	80	R	From:	93-1123						NA			NA		1999
				To:	Cul-de-Sac											
1125	0.22	110	R	From:	Cul-de-Sac						NA			NA		1999
				To:	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
1126	0.11	100	R	From:	Cul-de-Sac					NA				NA		1999
				To:	93-1125											
Town of Front Royal																
2112 Criser Rd	0.51	2200	G	From:	Luray Ave					C	0.089	F	0.525	2400	G	2004
				To:	South Royal Ave											
2112 Criser Rd	0.71	3900	G	From:	99%					F	0.103	F	0.698	4200	G	2004
				To:	Chester Gap Rd											
4001112 Luray Ave	0.45	910	G	From:	WCL Front Royal					F	0.101	F	0.605	990	G	2004
				To:	Stonewall Dr											
4001112 Luray Ave	0.21	1400	G	From:	98%					C	0.100	F	0.571	1500	G	2004
				To:	W Main St											
4002112 Stonewall Dr	0.25	510	G	From:	Luray Ave					F	0.099	F	0.685	550	G	2004
				To:	US 340 South Royal Ave											
4002112 Stonewall Dr	0.42	2900	G	From:	US 522 Commerce Ave					C	0.095	F	0.647	3100	G	2004
				To:	Charles St											
4004112 West Main St	0.64	1500	G	From:	Kerfoot Ave					C	0.094	F	0.616	1700	G	2004
				To:	Luray Ave											
4004112 West Main St	0.07	2500	G	From:	98%					F	0.088	F	0.661	2700	G	2004
				To:	North Royal Ave											
4004112 East Main St	0.25	3600	G	From:	97%					C	0.088	F	0.514	3900	G	2004
				To:	Blue Ridge Ave											
4004112 East Main St	0.13	3100	G	From:	98%					F	0.089	F	0.541	3400	G	2004
				To:	Commerce Ave											
4005112 Happy Creek Rd	0.85	2400	G	From:	Commerce Ave					C	0.098	F	0.563	2700	G	2004
				To:	6Th St											
4006112 Kendrick Lane	0.19	8100	G	From:	Shenandoah Ave					C	0.088	F	0.511	8800	G	2004
				To:	6Th St											
4006112 6th Street	0.11	7500	G	From:	Kendrick Ln					F	0.083	F	0.501	8200	G	2004
				To:	US 340 North Royal Ave											
4006112 6th Street	0.14	5600	G	From:	96%					F	0.085	F	0.507	6100	G	2004
				To:	Commerce Ave											
4006112 6th Street	0.62	6500	G	From:	97%					C	0.092	F	0.516	7000	G	2004
				To:	Happy Creek Rd											
4006112 Happy Creek Rd	2.19	5400	F	From:	96%					C	0.099	F	0.527	5900	F	2004
				To:	ECL Front Royal											
4010112 Shenandoah Ave	0.50	6300	G	From:	Kendrick Lane					C	0.087	F	0.519	6800	G	2004
				To:	14Th St											
11th Street		860	G	From:	Virginia Ave					0.094	F		860	G	2004	
				To:	North Royal Ave											
13th Street		540	G	From:	Jefferson Avenue					0.094	F	0.519	540	G	2004	
				To:	Monroe Avenue											
Jamestown Road		1300	G	From:	Accomac Road					0.089	F	0.562	1300	G	2004	
				To:	Charles Street											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Front Royal																
Kendrick Lane		3300	G	From:	Massanutten Avenue					0.090	F	0.563	3300	G	2004	
				To:	Shenandoah Avenue											
Washington Avenue		330	G	From:	Happy Creek Road					0.12	F	0.563	330	G	2004	
				To:	6th Street											